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HONGKONG OFFICE: 10A, DES VOGES ROAD, G. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 7th, 1906.

That an understanding with Russia is eminently desirable, for Russia, no one with any political prescience can for a moment doubt; that it will at all tend to bring about any amelioration of the present tension between the two countries is more than anyone with a knowledge of the present condition of that country can believe. It may be that a large proportion of the inhabitants of Russia are quite as desirous as the ordinary Englishman for some sort of a working agreement that would be effective in bringing about closer arrangements, and would sincerely welcome any feasible scheme that would afford some relief to the present unbearable condition of the empire; but as Russia stands, her Government does not exist for the benefit of the country, but merely for the private gain of a few individuals who have contrived to get possession of the reins; and have few qualms of conscience as to how they keep them, provided that by any means they can continue to hold them. There are in fact as many parties in Russia as there are statesmen, each working for its own aims, and each utterly regardless of engagements entered into by its neighbours, unless it should be for its momentary advantage to pretend to respect them. Indeed, in this respect Russia is not altogether unlike England at the present moment, where it has been professedly a matter of momentary policy whether to solemn an engagement that entered into by the late Government with France should be permitted to become a matter of open debate, and that the country required a distinct understanding that in respect of its engagements abroad

the agreements of its predecessors should be respected. How in affairs connected with her colonies the engagements entered into by Mr. Chamberlain are regarded by his successor, Mr. Winston Churchill, may serve as an object lesson even for a Russian statesman, but for the nation at large they seem to portend a distinct lowering of the former prestige of a nation whose boast has been that for good or evil an engagement once entered into was always to be held a sacred thing, and one outside the limits of discussion.

Notoriously the contrary has ever been the rule with Russia; the Foreign Office had power, it is true, to enter into solemn treaties, and the Tsar as Autocrat had full power to ratify. But the weakness of the treaty making power became at once apparent when it had to be put in practice. The army had always ideas of its own, quite outside the schemes of the civil Government, and the latter had its own views as to what was necessary for its own existence quite beyond and often contrary to those dear to the Tsar himself. It does not need a prolonged search in the records of the British Foreign Office to discover the numberless instances in which engagements have been given to refrain from encroachments in Asia and South Europe, which were simply ignored the next day, and generally without remonstrance from headquarters. The numerous promises made in 1903 to evacuate Newchwang are only a single case in point. The very evident intention to totally ignore the Treaty of Peking, almost before its ink is dry, is but another example of the same absence of any effectual system of control.

Now if it be self-evident that it requires two to make a quarrel, it is no less undeniably true that it needs two to make an agreement, and that if one of the parties be incapable of fulfilling its part of the engagement, the agreement is a positive impediment to the party entering it with the intention of carrying it through. It was a wise enough remark made the other day by a French statesman, a propos of the Anglo-French convention that a treaty of its nature demanded some concession on both sides. The danger in the present case is that the concessions will be left together on one side, and that on the other will be vague promises beyond the power of Russia, or rather the treaty making power of Russia, to fulfil. Notoriously the British Foreign Office is so constituted that it is one of its most usual weaknesses to rush into engagements the hearing of which it does not comprehend. This is an old story, and inevitable when the Secretary of State is selected, not for his knowledge of foreign affairs, but mainly for his political influence and opinions; and although it may be freely acknowledged that compared with his colleagues Sir Edward Grey stands at an almost infinite height over his colleagues, it is no secret that his office is not by any means unhampered. It has been announced that the projected agreement includes such extremely technical matters as the mutual relations of the two countries with Turkey, Persia, Afghanistan and China. Unfortunately an engagement in respect to all these matters on the part of Great Britain is possible; but in the present position of affairs in Russia it is equally possible on her side? There can be no doubt as to the answer, which could be given by any well informed and impartial statesman. Yet this is the dilemma into which an inexperienced and, as far as many of its constituents are concerned, wrong-headed Government is blindly plunging. To add to the difficulties of the case we learn that China has just come to an understanding with Russia, and that this has some concern with Tibet. Now almost accidentally Great Britain found that five years ago Russia had manoeuvred a hostile intrigue with Tibet, of which this same Chinese Government must have been conscious, but of which it did not give any intimation. We know that in spite of Britain's distinct understanding with Tibet, Russia is at the present moment nothing abashed seeking to get up such another intrigue with the Dalai Lama. The British Foreign Office appears to be ignorant of these facts, and of the engagements already entered into between China and Russia on this very subject. Of course it is open to Russia by and bye to plead that these engagements were already entered into at the time of her understanding with Great Britain, and therefore must stand in spite of all stipulations to the contrary made previously. This is only a single example of the entanglements which must turn up in a one-sided agreement such as the present British Government is seeking to spring on the nation.

But is there any need for an agreement which no one believes can be effective in restraining Russia's hand? Russia is perfectly aware of British requirements, and does not need any explanation whatever on the subject; she is besides not given to provoking a needless war, and understands very well that all her advances have been made hitherto by taking advantage of diplomatic errors on the part of her opponents. Under the circumstances it is little short of the height of folly to place in her hands the very weapon that she is most skilled in wielding. In fact Russia could not desire anything more in consonance with her dearest wishes than an alliance with England.

Lady and Miss Hart have left Peking en route for Europe.

Only six plague cases were reported yesterday, making the total to date 713.

Arrangements have been made for a university for Indo-China to be erected at Haioi.

A French courier has just been sent to Tangier to obtain repatriation for the assassination of a Frenchman in the neighbourhood of Tangier.

H.M.S. *Monmouth*, which relieves the *Andromeda* on the China Station, arrived here yesterday. She is commanded by Captain J.A. Take.

A telegram to *L'Indo-Chine* states that the bishops of France are to assemble in the archbishopric of Paris to take a decision on the separation law.

It is stated that the first accounts of the Madrid outrage suggested that the bomb (which was concealed in a bouquet) was aimed at the Russian Grand Duke Vladimir, who was present as the Tsar's representative.

Three men of the Sherwood Foresters, two privates and a drummer, stationed at Singapore, have been sentenced to six months' rigorous imprisonment for highway robbery from Chinaman. One of them had dropped his helmet when running away.

Local journals in Indo-China anticipate "Yankee" competition there, and comment on the formation of an association for making known American goods. Inspired by the German method which has been so successful the Americans have constructed a special ship for the presentation of American products. This ship has commenced its tour of the world, Indo-China being included in the itinerary.

In connection with the meeting of British soldiers in India arrangements have been approved under which a combined dining hall and kitchen will in future be provided for every group of four or half company barracks. These buildings, which will be conveniently sited, will add much to the comfort of the soldier, and will provide a much-needed improvement in the arrangements hitherto in force.

The Japanese have obtained the contract for the supply of rifles for the new Chinese company of volunteers at Shanghai. They will be furnished at the price of \$15 each and will be of the Murata pattern. The *Echo de Chine* says that the greatest efforts will be made to induce young Chinese of the highest class to enrol themselves. The entry money is \$3 and each volunteer will pay a subscription per month.

The Ministry of Ways of Communication is planning communication by sea between Nikolai, at the mouth of the Amur River, off the north-west coast of the island of Saghalien, and the harbours on the Sea of Okhotsk and on the Kamtschatka coastline. This step is being taken in view of the fact that a private company is being formed for the purpose of working the deposits of naphtha, coal, and iron in the Russian, or northern, part of Saghalien.

A new French type of ricksha is now to be seen on the Bangkok streets. They are neatly made, with rubber-tired wheels, and smart cushions, hood and aprons. The change is welcome, since, in the words of a Bangkok exchange, the Siamese capital has for years been the dumping ground for Singapore and Hongkong "cast offs." But Mr. Edward Osborne would say that Hongkong rickshas are never cast off. Their career is supposed to be more like that of the "wonderful one-horse shay."

There are at present two lines of tramways working in French Indo-China, viz., that through Haioi and its suburbs and the line from Nam Giang to Kessat. Two other lines are being started, one from Haioi to Thien Nguyen and another from the same town to Sonkay. In Cochina-China the working lines are four, viz., (1) From Saigon to Cholon (upper road), (2) from Saigon to Cholon (lower road), (3) from Saigon to Gompap, and (4) from Saigon to Hoc Mon. In Avam one line is in process of construction from Tourane to Fai-fu.

A truly wonderful cinematographic show opens at the City Hall on Saturday night, if the American Press and the prior eye to be believed. The scene is a prize fight (Nelson Britton) from start to finish. The film is composed of 82,000 pictures, and takes an hour and forty minutes to unroll. There were 18 rounds, and not a single incident is omitted. The fight was fought in California, and apparently regarded as an important one. These moving pictures are reported to be unusually clear and good, no "fakes," and to present practically the real spectacle, minus only the noise.

The sheath-knives that most sailors carry with them are, it is said, so highly magnetised as to be capable, if brought within 18 in. of the compass, of deflecting the needle quite two points either way. It is suggested that no man should be allowed to wear one of these knives while steering a vessel or on the look-out in the bridge-house.

According to the correspondent of the *Lokal-Anzeiger* at Dar-es-Salaam, German column commanders report that during the course of the operations in the interior in March and April over 400 insurgents were killed in action and many were taken prisoners. The German losses were small and were confined to the Askari troops. The insurgents in various districts are manifesting an inclination to submit.

A frightful collision on the Madras railway occurred at about one o'clock on the morning of May 11th. The Bombay mail, which was due in Madras at daybreak, collided with a goods train near Kodur. Four people were killed, including Captain Fitzpatrick, the District Judge of Shikot, in the Punjab. He was killed in the collision, and his body was found burnt in the debris which took fire. The three others who were killed were two undergraduates and one fireman. Three carriages of the mail and five trucks of the goods train were burnt.

By-the-by, what, as the years roll on, shall we do with our picture postcards? asks Mr. Gao, R. Sims in the *Referee*. Most of us who started collecting when the mania first set in are, to use an expressive colloquialism, "fall up," and unless we build wings to our houses or hire special apartments elsewhere, we shall not be able to find room for any more specimens. One doesn't like to tear the pretty pictures up, but where there are several members of a family collecting and keeping all specimens received, the question of accommodation becomes serious. The fancy, always a pretty one, has had a long innings, and at present there are no signs of its abatement. But I am quite expecting to see people advertising presently, "No picture postcards, by request."

A meeting of the General Committee of the Soldiers' Club is to be held on Saturday, June 16th. The General Officer Commanding will be present. Names of the Committee: Major A. A. Chichester, D.S.O., General Staff; Colonel C. H. Darling, C.E.; Lieutenant-Colonel P. E. Kent, C.R.A.; Lieutenant-Colonel H. G. Fitton, D.S.O., 2nd B.W.K. Regt.; Major W. A. F. Williamson, A.S.C.; Lieutenant-Colonel C. H. Josling, R.A.M.C.; Lieutenant-Colonel E. H. Seymour, C.O.G.; Colonel F. H. Haynes, D.F.M.; Rev. G. Seale, C.F.; Rev. C. H. Pons, Officiating Clergyman; Rev. C. H. Higgin, Officiating Clergyman; ex officio, The President, Garrison Recreation Club, and honorary Secretary, Major S. H. Poley, 2nd B.W.K. Regt. The agenda includes a proposal to grant £50 from funds to the Garrison Recreation Club; a report regarding the new pavilion; report regarding the Garrison Recreation Club; resignation of honorary secretary; and the reconstruction of committee.

THE MURDER IN GAOL.

PRISONER EXECUTED YESTERDAY.

Another execution took place in Victoria Gaol yesterday morning when Wong Tai, the prisoner who was condemned to death at the last Criminal Session for the murder of another prisoner on May 11th, was hanged. It will be remembered that the prisoner was undergoing a sentence of eight years' imprisonment for an act of piracy.

Before Mr. F. A. Hazeland and Messrs. H. B. Davidson, B. Hunter and N. H. Harms, jurors, an inquiry was held at the Magistrate's yesterday afternoon into the cause of death. After hearing the evidence the jury found that deceased met his death by hanging which was carried out in the due course of law.

THE LATE MR. H. M. BEVIS.

The following appears in the *Daily Mail* of May 24th:—A verdict of suicide during temporary insanity was returned at the inquest at the Westminster Coroner's Court yesterday on Herbert Maurice Bevis, aged fifty-two, who for thirty years had been the manager of the Hongkong and Shanghai Bank at Shanghai, and lately resided at 71, Ashley-gardens, Victoria-street.

Mr. Bevis returned from China fourteen months ago seriously ill, and on Friday he was at his club at 88, St. James-street. Punctually he was subsequently found dead in a bath in the club, having cut his throat with a razor.

An unsigned typewritten letter, addressed to "Miss Bevis," which was found in his coat, read:—My dear Gladie,—What I am going to do is best for you. I made a wrong return in my income tax. I must have been mad, and suppose I am now. I told the bank to put the £5,000 Japanese loan in your name, so you will have something to go on with.

I hope the bank will treat you well as the wife of an old servant, for we have very little money left.

Farwell to you both; I am truly sorry.—Yours truly,

He had also written to the manager of the bank asking him to transfer the loan to Mrs. Bevis, and to have any moneys due to him transferred to her.

THE DERBY.

The Derby was run in fine weather. Twenty-two started. They passed the winning post in the following order:—Spearminst, Picton, Troutbeck, Radium, Malta, Bepo, Gorgos, His Eminence, Plumtree, Black Arrow, Storm, Sancy, White Knight, Sarcolla, Lally, Buckminster, Frustrator, Dingwall, Prince William, Mines, Slipway colt, and Nall Secundus. Spearminst won by a length. Nall Secundus was second, and third. There were two lengths between the second and third. The time was 2m. 35.4/5 sec. There was record betting at the start. The first four were at 6/1, 100/6, 33/1, and 25/1 respectively.—*Strait Times*.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

OBITUARY.

A CORRECTION.

LONDON, June 6th.

The Rev. S. Baring-Gould, the novelist, is still living. It was a cousin who died.

THE MEATPACKING SCANDAL.

LONDON, June 6th.

In consequence of "lobbying" of Congressmen in connection with the Chicago meat packing scandal, it is considered that any reform is doubtful.

KAISER VISITS VIENNA.

LONDON, June 6th.

The German Emperor has "gone to Vienna."

U. S. JUDGE FOR CHINA.

LONDON, June 6th.

The House of Representatives at Washington has passed a bill establishing a District Judgeship in China.

[REUTERS SERVICE.]

MADRID.

LONDON, June 4th.

An anarchist named Mateo Moral, who was arrested at a village near Madrid, has been identified as the thrower of the bomb at the royal wedding. Mateo shot the policeman who arrested him and then committed suicide.

Mateo Moral was aged 23, the son of a wealthy merchant in Seville. He was educated in Germany and was an avowed anarchist. The arrest was made at Torrejon, 15 miles from Madrid; the state of his boots and clothes indicated that he had been tramping day and night; and hiding like a hunted animal till thinking it was safe to take a train, he made enquiries at a wayside inn in reference to the train service to Barcelona; those enquiries, coupled with his appearance, aroused suspicion, and a policeman was fetched, upon which Moral started for a village a mile and a half distant, without demur shooting the policeman dead by the roadside. He then started across country, but the report of firearms had brought a party of villagers in pursuit of him, and finding that he could not escape, he shot himself in the heart. The occupants of the house from which the bomb was thrown have since identified the body.

The bull fight was the climax of the festivities. Their Majesties left after seven bulls had been despatched: all the Royalies, including the Battenbergs, were present, but the Prince and Princess of Wales and the British Diplomats were absent.

THE CHINESE CUSTOMS.

LONDON, June 4th.

China has sent the British Legation written assurances that it is not proposed to change the present status of the Customs.

THE NEW JAPANESE BATTLESHIPS.

LONDON, June 4th.

The crews of the *Kashima* and the *Katori* have been banquipped by the navy at Portsmouth.

THE FRENCH BUDGET.

LONDON, June 4th.

The French Minister of Finance has succeeded in securing from his colleagues a reduction of the deficit to £7,000,000.

THE MEATPACKING SCANDAL.

LONDON, June 4th.

President Roosevelt has sent a confidential report on meat packing to Congress, in which he declares that the conditions in the Chicago packing houses are revolting, and that legislation must be radically changed, in the interests of health and decency. The present law prohibits the shipment of uninspected meat, but leaves an avenue for interstate traffic in diseased products. The report emphasises the necessity for sanitation and ventilation, and condemns rotting wooden floors, steeped with the disease germs of men and animals. It also points out that the Government only inspects live animals, and not meat.

SUPREME COURT.

Wednesday, June 6th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGOTT).

HO TUNG v. CHUNG SHUN-KOO.

Judgment was delivered in this action by his Lordship, who said:—I have carefully considered the point on which I reserved my opinion last night, and after consideration I am of the opinion that on the strict legal construction the defendant was entitled to have clear possession of the remaining portion of the building with the exception of the *Daily Press* on 1st July. It could not have been in the contemplation of either party that the repairs to that main building should in any way be delayed by the *Daily Press* remaining in possession of the godown. I do not think it would be fair to expect the defendant to have discovered even from the most carefully prepared instruments that the retention of the godown by the *Daily Press* would interfere seriously with the carrying out of the repairs. I therefore think that on the counterclaim the defendant is entitled to succeed to the extent to which it might have been agreed between the counsel.

Mr. Sharp (for plaintiff) said it was impossible for them to agree. The defendant claimed the whole amount of his counterclaim, and if they were to go into the question of damages he would ask his Lordship to hear him.

Mr. Pollock (for defendant) said the difference was rather as regards the period and not as regards the amount.

His Lordship said he did not think defendant could claim for more than one month.

Mr. Sharp agreed.

Mr. Pollock contended that they could claim not to the full extent but in part of the four and a half months.

Both counsel having addressed his Lordship on the subject of the counterclaim, the Chief Justice made some remark, whereupon Mr. Sharp asked—Has your Lordship given judgment?

His Lordship replied that he had, and indicated that the question of costs would come up again.

A DISPUTED WILL.

Li Po-kwai and another v. Li Ling-shi and another. This was a claim under a will for one sixteenth part of marine lot 239 and inland lot 1,355 and for an account of the rent and profits thereon. Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for plaintiff, and Mr. E. H. Sharp, K.C., and the Hon. Mr. H. R. Pollock, K.C., instructed by Mr. K. Harding (of Messrs. Ewins, Harston and Harding), appeared for defendants.

Mr. Slade, after reading the pleadings, complained that the defendants had committed a breach of the general law with regard to pleading, inasmuch as they had failed to make specific reply to the material facts set forth by plaintiffs, so that it was difficult to tell what their real defence was. It had not been for paragraph 10 in their pleadings, he would have asked his Lordship to give judgment on the pleadings but that paragraph necessitated his going into the whole circumstances of the case. The facts were somewhat complicated, but he would take the transactions in chronological order. The plaintiffs were sons of Li Chit, who died in 1894, whose executors were Li Siang, his brother, and Li Chuk-choo. Li Siang, a man of great wealth, was the managing partner of the Lai Hing firm, which was composed of himself, brother, and other members of the Li family. The firm owned considerable property in the Colony, and in 1891 purchased marine lot 139 with others, the firm holding three quarters. They developed the estate, and in 1905 the lot was divided into inland lot 1,355 and marine lot 239 by an arrangement with the Government. The facts in brief were that the defendants sold or attempted to sell the lot without having regard to the one-sixteenth share held by the defendants.

Evidence was called and the case adjourned.

THE "IKBAL'S" CREW.

WHOLESALE REFUSAL OF DUTY.

Captain Robertson of the s.s. *Iktal* (early last month) at Calcutta, charged twenty-seven members of the crew of the vessel with refusing to proceed to sea in her, and nineteen of them with refusing to obey all lawful orders. The accused, who were legally represented, pleaded accused, and said that the fresh water mark had been altered. Captain Robertson deposed that the fresh water mark had never been altered. The fresh water mark was seven inches from the centre of the disc when the ship sailed.

Captain D. S. Lervier, Marine Surveyor to the Government of Bengal, stated that he was surveying the s.s. *Iktal*. Indian Summer mark was put down for the guidance of the Captain.

The Indian Magistrate before whom the case came on, ordered the accused to be sent back to the vessel, under police escort.

Fifteen men, able seamen, firemen and trimmers of the warms vessel, were brought on immediate warrants for continued refusal of duty. The lawyer for the prosecution said that these men positively refused to return to work in the morning, saying that they were not willing to proceed with the ship.

Asked to plead, the accused stated that the articles had been violated, and that was why they refused to work.

The Captain was examined.

The case stood adjourned when the Indian mail left.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 6th at 12.10 p.m.—Barometric changes are unimportant in the South. Returns from the North are entirely lacking this morning. Pressure is highest over the S. part of the China Sea and lowest, probably, over China. S. and S.W. winds, moderate to fresh will probably prevail in the Formosa Channel, and the N. part of the China Sea. Forecast:—Fresh S. winds; squally, showery.

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL	£1,500,000
SUBSCRIBED	1,125,000
PAID-UP	562,500
RESERVE FUND	135,000

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2½ per annum on the Daily Balance as

ON FIXED DEPOSITS.—

For 12 months	4 %
" 6 "	3½ "
" 3 "	3 "

E. C. GEMISTON,
Manager.

Hongkong, 26th March, 1906. 26

March, 19

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND—

STEELING RESERVE...\$10,000,000

SILVER RESERVE ... 9,500,000

.....\$19,500,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS.

A. HACKETT, Esq.—Chairman.

G. H. MEDBURGH, Esq.—Deputy Chairman.

E. GOSWELL, Esq. N. A. SIAH, Esq.

Hon. Mr. W. J. GREGSON. R. SIMON, Esq.

C. B. LEONZMANN, Esq. H. A. W. SLADE, Esq.

A. D. NISSEN, Esq. H. E. TOMKINS, Esq.

C. J. RAYMOND, Esq.

HINE MANA

CHIEF MANAGER
Hongkong—J. R. M. SMITH

ACTING MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

10—Interpreting

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per
Cent. per Annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.
H. R. HUNTER,
Acting Chief Manager.
Hongkong, 8th June, 1896. 23

DEUTSCH-ASIATISCHE BANK
CAPITAL FULLY PAID UP...Sh. Tails 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCH
Monte, H

BRANCHES:
Berlin, Calcutta, Hankow, Peking,
Tientsin, Tsingtau, Yokohama,
Yokohama, Singapore.

Founded by the following Banks and
Bankers:—
KÖNIGLICHE VERHANDLUNG (PREUSSISCH
STAATSBANK) Berlin.
DIRECTION DER DISCONTO.

NR
DER

GESSELLSCHAFT DEUTSCHE BANK S. BLEICHROEDER BERLINER HANDEL- GESSELLSCHAFT	Berlin.
BANK FÜR HANDEL UND INDUSTRIE ROBERT WARSCHAUER & CO. MENDELSSOHN & Co. M. A. VON ROTHSCHILD & SOHNEN	
JACOB S. H. STERN NORDDEUTSCHE BANK u. Handels-Gesellschaft	Frankfurt a/M

ИМ, ЛЕ., & С
ПРОТНВКЕ

SAL. OPPENHEIM, JR., & Co., Kooln
BAVARISCHE HYPOTHEKEN-UND WECHSEL
BANK, MUNCHE.

LONDON BANKERS:
Messrs. N. M. Rothschild & Son.
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS
DIREKTION DER DISCONTOW GESellschaft.

INTEREST allowed on Current Accounts.
DEPOSITS received on terms which may be
 learned on application. Every description

H

Banking and Exchange business transacted,
HUGO SUTEE,
Manager of
Hongkong 1st May, 1906. [27]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted at the HONGKONG AND SHANGHAI BANKING CORPORATION. Receipts may be obtained on application.

INTEREST on deposits is allowed at

may transfer

Depositors may transfer at their option
balances \$100 or more to the HONGKONG AND SHANGHAI
BANK to be placed on **FIXED**
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 36th May, 1906. 24

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THE
YOKOHAMA SPECIE BANK
LIMITED.

ESTABLISHED 1890.

CAPITAL SUBSCRIBED ...	Yen	24,000,000
CAPITAL PAID-UP	"	21,000,000
CAPITAL UNCALLED	"	3,000,000
RESERVE FUND.....	"	10,300,000
SPECIAL RESERVE FUND	"	1,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokyo	Kobe	Nagasaki
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**Honorable
Tientsin**

Osaka	Lyons	New York
London	Hankow	Bombay
San Francisco	Tientsin	Nankow
Shanghai	Peking	Swatow
Dalry	Chefoo	Tieling
Port Arthur		

LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LIMITED

PARIS BANK, LIMITED.

BANK, JIMI:
Pittsburgh, PA

THE UNION OF LONDON AND SALES
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent
per annum on the daily balance.

On fixed deposits for 12 months 5% per annum

" " " 6 " 4% " "

" " " 3 " 3% " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 27th March, 1906. [613

SHIPPING.

ARRIVALS.
ALDENBOROUGH, British str., 1,354, T. W. Adam, 6th June—Saigon 1st June, Rice.—Doddwell & Co.
CHOYHANG, British str., 1,424, T. W. Selby, 6th June—Chikiang, Shanghai 1st May and Swatow 5th June, General.—Jardine, Matheson & Co.
DAIJOI MARU, Japanese str., 1,568, S. Tagami, 6th June—Swatow 5th June, General.—Otsuka Shosen Kaisha
HAIKUN, British str., 1,183, J. S. Roach, 6th June—Fochow 3rd June, Amoy 4th and Swatow 5th, General.—Douglas Lapraik & Co.
MONMOUTH, British str., 1,500, J. A. Luke, 6th June—London 12th March and Singapore 31st May.
PARKAT, German str., 1,017, H. Jones, 6th June—Bangkok 31st May, Rice and Wood.—Butterfield & Swire.
SEKTA, German steamer, 6th June, from Canton.
SHAGUNING, British str., 1,367, Northcote, 6th June—Shanghai 2nd June, General.—Butterfield & Swire.
STENTON, British str., 1,308, Chas. Jackson, 6th June—Liverpool and Singapore 1st June, General.—Butterfield & Swire.
TOKA MARU, Japanese str., 1,500, K. Kato, 5th June—Singapore 31st May, General.—Nippon Yusen Kaisha.

CLEARANCES.

At the Harbour Master's Office
 June 6th.
Changung, British str., for Canton.
Falk, Norwegian str., for Bangkok.
Shanghai, British str., for Canton.

DEPARTURES.

June 5th.
ELAN, Norwegian str., for Rajahmundry.
 June 6th.
ALANOKIA, German str., for Portland.
ELAK, British str., for Shanghai.
HELEN, German str., for Amoy.
HONGKONG, British str., for Amoy.
HUGHES, British str., for Canton.
J. DIEDERICHSEN, German str., for Hoihow.
HIM, Norwegian str., for Bangkok.
PROMETHEUS, New str., for Bangkok.
PRINZ WALDEMAR, German str., for Yokohama.
ZUVER, German str., for Shanghai.

SHIPPING REPORTS.

The German str. **Parkat** reports: Fine weather and moderate S.W. winds.
 The Japanese str. **Toka Maru** reports: Fine weather throughout, wind S.W. from 2nd to 3rd inst.
 The British str. **Daioji Maru** reports: Fochow to Amoy light variable winds, smooth sea and fine clear weather. Amoy to Swatow light to moderate S.W. winds and hazy weather. Swatow to port moderate to fresh S.W. winds and showery weather.
 The British str. **Choyhang** reports: Experienced fine clear weather throughout, with fresh N.E. winds as far as Swatow, from thence moderate S.W. monsoon and moderate sea, at June 2nd spoke the steamer T.S.M.B., at anchor, South of West Peak, Namon Island, signalled all well.

VESSELS IN DOCK.

June 6th.
APPROVED DOCKERS—
 Kowloon Dock—*London, Alta, H.M.S. Pacer, Chongking*
 Commodore Dock—*Progress*.

VESSELS AT THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APGAR"
 Captain E. Fay, will be despatched for the above Ports TO DAY, 7th June, at 3 P.M. instead of as previously advertised.
 For Freight or Passage, apply to
DAVID SASSON & Co., Ltd.
 Agents.
 Hongkong, 5th June, 1906. [1195]

IMPERIAL GERMAN MAIL LINE

STEAM FOR SINGAPORE, PENANG, COLUMBIA, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, SOUTHAMPTON, BREMEN AND HAMBURG.

THE HAMBURG-AMERIKA LINE

SS. "SITHONIA"
 will be ready to leave TO DAY, the 7th June.
 For Freight, apply to
MELCHERS & Co.
 Agents, ss. "Sithonia".
 Hongkong, 1st June, 1906. [1195]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
 THE Company's Steamship
"HAIKUN"
 Captain J. S. Roach will be despatched for the above Ports TO-MORROW, the 8th inst., at Noon.
 For Freight or Passage apply to
DOUGLAS LAPRAIK & Co.
 General Managers.
 Hongkong, 5th June, 1906. [1210]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.
 THE Company's Steamship
"TOURANE"
 Captain Girard, will be despatched for the above Ports on or about MONDAY, 11th inst.
 For Freight or Passage, apply to
G. DE CHAMPEAUX
 Agent.
 Hongkong, 6th June, 1906. [2]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).
 PROPOSED SAILINGS FROM HONGKONG, 1906.
"SIRIK" About 14th June.
"WRAY CASTLE" 23rd June.
 For Freight and further information, apply to
DODWELL & CO., LTD.
 Agents.
 Hongkong, 29th May, 1906. [75]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	BENMOHR	Brit. str.	1 m.	Webster	GIBB, LIVINGSTON & Co.	Quick despatch, On 16th inst., at Noon.
LONDON & ANTWERP	DONGOLA	Brit. str.	1 m.	G. Phillips	P. & O. S. N. Co.	About 20th inst.
LONDON & ANTWERP	PALAWAN	Brit. str.	1 m.	A. F. Street	P. & O. S. N. Co.	On 15th inst.
LONDON & ANTWERP	DEUCALION	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 3rd July.
LONDON & ANTWERP	AXA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 17th July.
LONDON & ANTWERP	PROMETHEUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 31st July.
LONDON & ANTWERP	PINGOUY	Brit. str.	1 m.		MESSAGERIES MARITIMES	On 12th inst., at 1 P.M.
LONDON & ANTWERP	SALAZAR	Brit. str.	1 m.		MELCHERS & Co.	To-morrow.
LONDON & ANTWERP	SITHONIA	Ger. str.	1 m.		HAMBURG-AMERIKA LINIE	On 20th inst.
LONDON & ANTWERP	ANDALUSIA	Ger. str.	1 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 25th inst.
LONDON & ANTWERP	ACILIA	Ger. str.	1 m.	Schuelke	HAMBURG-AMERIKA LINIE	On 4th July.
LONDON & ANTWERP	REHENANIA	Ger. str.	1 m.	von Hoff	HAMBURG-AMERIKA LINIE	On 20th July.
LONDON & ANTWERP	SCHWARZBURG	Ger. str.	1 m.	Lüning	HAMBURG-AMERIKA LINIE	On 20th Aug.
LONDON & ANTWERP	ALBIA	Ger. str.	1 m.	Müller	HAMBURG-AMERIKA LINIE	On 3rd July.
LONDON & ANTWERP	SPEZIA	Ger. str.	1 m.	Tumanovich	HAMBURG-AMERIKA LINIE	Quick despatch, On 20th inst.
LONDON & ANTWERP	NIPPON	Aut. str.	1 m.		BUTTERFIELD & SWIRE	On 20th July.
LONDON & ANTWERP	CAMBODIA	Dut. str.	1 m.		BUTTERFIELD & SWIRE	About 14th inst.
LONDON & ANTWERP	HYSON	Brit. str.	1 m.		DODWELL & CO., LTD.	About 30th inst.
LONDON & ANTWERP	PATROCULUS	Brit. str.	1 m.		JARDINE, MATHESON & Co.	On 10th July.
LONDON & ANTWERP	SIEK	Brit. str.	1 m.	Wilkes	JARDINE, MATHESON & Co.	On 20th inst.
LONDON & ANTWERP	INDRAHMA	Am. str.	1 m.		SHAW, TOMES & Co.	On 27th inst.
LONDON & ANTWERP	ANGLO SAXON	Brit. str.	1 m.		CANADIAN PACIFIC R. Co.	On 27th inst.
LONDON & ANTWERP	EMERALD OF INDIA	Brit. str.	1 m.		CANADIAN PACIFIC R. Co.	To-morrow.
LONDON & ANTWERP	ATHEMAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 3rd July.
LONDON & ANTWERP	STENTON	Brit. str.	1 m.		DODWELL & CO., LTD.	On 21st inst., Daylight.
LONDON & ANTWERP	LYRA	Am. str.	1 m.	Wagemann	PORTLAND & ASIATIC S.S. Co.	About 16th inst.
LONDON & ANTWERP	NICOMEDIA	Ger. str.	1 m.		SHAW, TOMES & Co.	About 9th inst.
LONDON & ANTWERP	APPALACHE	Brit. str.	1 m.	F. Gess	MESSAGERIES MARITIMES	On 28th inst., at Noon.
LONDON & ANTWERP	AMIRAL EXELMANS	Ger. str.	1 m.	Woltemmes	MELCHERS & Co.	On 27th inst.
LONDON & ANTWERP	PRINZ WALDEMAR	Ger. str.	1 m.		BUTTERFIELD & SWIRE	On 30th inst., at Noon.
LONDON & ANTWERP	CHANGSHA	Brit. str.	1 m.		GIBB, LIVINGSTON & Co.	To-morrow.
LONDON & ANTWERP	CHANGSHA	Brit. str.	1 m.		P. & O. S. N. Co.	About 10th inst.
LONDON & ANTWERP	JAPAN	Brit. str.	1 m.	E. B. S. Noley	JAVA-CHINA-JAPAN LUN	Quick despatch, To-day, at 4 P.M.
LONDON & ANTWERP	TIJANAS	Dut. str.	1 m.		JARDINE, MATHESON & Co.	To-morrow.
LONDON & ANTWERP	PAUSANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
LONDON & ANTWERP	KWEIYANG	Brit. str.	1 m.		JARDINE, MATHESON & Co.	To-morrow, at 4 P.M.
LONDON & ANTWERP	LYDIA	Brit. str.	1 m.		JARDINE, MATHESON & Co.	On 9th inst., at 4 P.M.
LONDON & ANTWERP	TUKSHING	Brit. str.	1 m.		JARDINE, MATHESON & Co.	On 9th inst., at 4 P.M.
LONDON & ANTWERP	YESSANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 10th inst.
LONDON & ANTWERP	WAISHING	Brit. str.	1 m.		MESSAGERIES MARITIMES	About 11th inst.
LONDON & ANTWERP	SHAOHONG	Brit. str.	1 m.		OSAKA SHOSHEN KAISHA	On 12th inst., at Noon.
LONDON & ANTWERP	TOURANE	Brit. str.	1 m.	Girard	P. & O. S. N. Co.	On 20th inst.
LONDON & ANTWERP	TAISHAN	Brit. str.	1 m.	J. T. Laid	MELCHERS & Co.	On 10th inst., at 10 A.M.
LONDON & ANTWERP	DELTA	Brit. str.	1 m.	C. L. Daniel	OSAKA SHOSHEN KAISHA	On 17th inst., at 10 A.M.
LONDON & ANTWERP	GNESINAU	Ger. str.	1 m.		OSAKA SHOSHEN KAISHA	On 13th inst.
LONDON & ANTWERP	DAIGI MARU	Jap. str.	1 m.	Sato	BUTTERFIELD & SWIRE	To-morrow, at Noon.
LONDON & ANTWERP	DAIGI MARU	Jap. str.	1 m.	Merlia	BUTTERFIELD & SWIRE	On 9th inst.
LONDON & ANTWERP	MAIDZURI MARU	Brit. str.	1 m.	J. S. Roach	JARDINE, MATHESON & Co.	To-morrow, at 4 P.M.
LONDON & ANTWERP	HAITAN	Brit. str.	1 m.		SHAW, TOMES & Co.	On 12th inst.
LONDON & ANTWERP	HUKOH	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-day, at 3 P.M.
LONDON & ANTWERP	YUENANG	Brit. str.	1 m.		DAVID SASSON & Co., LTD.	On 12th inst., at 3 P.M.
LONDON & ANTWERP	RUBI	Brit. str.	1 m.	R. Almond	JARDINE, MATHESON & Co.	On 9th inst., at Noon.
LONDON & ANTWERP	TAMING	Brit. str.	1 m.	R. Rodger	BUTTERFIELD & SWIRE	On 10th inst., at Noon.
LONDON & ANTWERP	ZAFIRO	Brit. str.	1 m.	E. Fey	SHAW, TOMES & Co.	To-day, at 3 P.M.
LONDON & ANTWERP	ABRATON APGAR	Brit. str.	1 m.		DAVID SASSON & Co., LTD.	On 12th inst., at 3 P.M.
LONDON & ANTWERP	KUTSANG	Brit. str.	1 m.		JARDINE, MATHESON & Co.	On 9th inst., at Noon.
LONDON & ANTWERP	CAPI	Ital. str.	1 m.	Belitto	CARLOWITZ & Co.	About 18th inst.
LONDON & ANTWERP	TILATJAP	Dut. str.	1 m.	van Emmerick	JAVA-CHINA-JAPAN LUN	

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI AND INLAND
 Sea of Japan, MOJI, KOBE AND YOKOHAMA FOR
PORTLAND, OREGON.
 OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.
 STEAMSHIP TONS. CAPTAIN TO SAIL AT DAYLIGHT
"NICOMEDIA" 4,370 Wagemann June 21st, 1906.
"NUMANTIA" 4,370 Feldmann July 14th, 1906.
 Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For freight and further information, communicate with or apply to
S. SILVERSTONE, ACTING GENERAL AGENT.
 Hongkong, 29th March, 1906. [113]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA VIA SHANGHAI, JAPAN AND KOBE	DELTA	About 10th June	Freight and Passage.
SHANGHAI	DELTA	About 14th June	Freight and Passage.
LONDON & ANTWERP	DONCOLA	Noon, 16th June	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	PALAWAN	About 20th June	Freight and Passage.

For further Particulars, apply to
E. A. HEWETT,
 Superintendent.
 Hongkong, 4th June, 1906. [1]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and Electric Light Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila.	On 9th June, Noon.
ZAFIRO	2540	R. Rodger	Manila.	On 16th June, Noon.

For Freight or Passage apply to
SHAW, TOMES & Co.,
 GENERAL MANAGERS.
 Hongkong, 4th June, 1906. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).
S.S. "ANGLO SAXON" On 10th July.
 For freight and further information apply to
SHAW, TOMES & Co.,
 GENERAL AGENTS
 Hongkong, 29th May, 1906. [19]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)
 FOR SHANGHAI, "PAUSANG" Thursday, 7th June, 4 P.M.
 FOR SHANGHAI, "TUNGSHING" Friday, 8th June, 4 P.M.
 FOR MANILA, "YUENANG" Friday, 8th June, 4 P.M.
 FOR SHANGHAI, "YUENANG" Saturday, 9th June, 4 P.M.
 FOR SHANGHAI, "WAISHING" Saturday, 9th June, 4 P.M.
 FOR SINGAPORE, PENANG, CALCUTTA, "KUISANG" Tuesday, 12th June, 3 P.M.
 These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
 GENERAL MANAGERS.
 Hongkong, 7th June, 1906. [18]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.
 THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE." Sailing 3 to 7 days Ocean Travel 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.
 PROPOSED SAILINGS (Subject to Alteration).
 LEAVE HONGKONG ARRIVE VANCOUVER
R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 20th June 11th July
"ATHENIAN" 3,882 " WEDNESDAY, 27th June 21st July
"EMPERESS OF JAPAN" 6,000 " WEDNESDAY, 11th July 1st Aug.
"EMPERESS OF CHINA" 6,000 " WEDNESDAY, 18th July 11th Aug.
"EMPERESS OF INDIA" 6,000 " WEDNESDAY, 1st Aug. 22nd Aug.
"TARTAR" 4,425 " WEDNESDAY, 8th Aug. 1st Sept.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, FAIRLY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class, via St. Lawrence 280; via New York 462.
 Intermediate on Steamers 240, " " 242.
 and 1st Class Rail
R.M.S. "MONTEAGLE", "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only to Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
 Corner Pedder Street and Praya, opposite Blake Pier.
 Hongkong, 5th June, 1906. [6]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LERBOK, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.
 PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).
 DESTINATION SAILING DATE
"ANDALUSIA" (Calling at Singapore, Penang and Colombo) On 20th June Freight.
"ACILIA" (Calling at Singapore, Penang and Colombo) On 25th June Freight.
"REHENANIA" (Calling at Singapore, Penang and Colombo) On 4th July Freight & Passengers.
"SCHWARZBURG" (Calling at Singapore, Penang and Colombo) On 20th July Freight.
"ALBIA" (Calling at Singapore, Penang and Colombo) On 6th Aug. Freight.
"SPEZIA" (Calling at Singapore, Penang and Colombo) On 20th Aug. Freight.
 * Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by electricity. Daily qualified doctor and stewards are carried.
 For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE, K. C. BUILDING.
 Hongkong, 7th October, 1904. [12]

VESSELS ON THE BERTH

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENMOHR."
 Captain Webster, will be despatched as above on or about the 4th June.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 18th May, 1906. [1105]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR CALLAO (PERU).

THE Company's Steamship

"AMIRAL EXELMANS"
 5,500 Tons, Captain F. Gess, will be despatched as above on or about SATURDAY, the 9th June, 1906.
 Also taking Passengers and Freight to Ports of Chile and South or Central America, if sufficient inducement offers.
 For further particulars as to Passage and Freight, apply to
G. DE CHAMPEAUX,
 Agent.
 (Messageries Maritimes Co.)
 Hongkong, 2nd June, 1906. [1203]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"SALAZIE."

Captain Allard, will be despatched for MARSEILLES on TUESDAY, the 12th June, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "OCEANIAN" 28th June.
 S.S. "TOURANE" 10th July.
 S.S. "TOKIN" 24th July.
 S.S. "ARMAND BEHIC" 7th Aug.
 S.S. "ERNEST SIMONS" 21st Aug.
G. DE CHAMPEAUX,
 Agent.
 Hongkong, 30th May, 1906. [2]

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

NOTICE.

STEAM FOR COPENHAGEN AND BALTIC PORTS.

THE Company's Steamship

"CAMBODIA."

Ready to load on or about FRIDAY, the 15th June.
 S.S. "NORDKAP"
 Ready to load on or about Middle of July.
 For Freight, apply to
THE EAST ASIATIC CO., LTD.,
 MELCHERS & Co.,
 Agents.
 Hongkong, 25th May, 1906. [1141]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DONGOLA."

Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this for MARSEILLES and LONDON DIRECT VIA COLOMBO on SATURDAY, the 16th June, at Noon, taking passengers and cargo direct for the above ports connecting with the Co's. ss. *Moldavia*, for Bombay.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
E. A. HEWETT,
 Superintendent.
 Hongkong, 4th June, 1906. [1]

JAVA-CHINA-JAPAN LUN.

FOR BATAVIA, CHEERIBON, SAMARANG, SOERABATA & MACASSAR

(taking cargo to all ports in Netherlands India on through Bill of Lading).

THE Steamship

"TILATJAP."

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND SUMATRA PORTS.
EUROPEAN SERVICE.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"PATROCLUS"	On 14th June.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 21st June.
GLASGOW and LIVERPOOL	"ORESTES"	On 28th June.
GLASGOW and LIVERPOOL	"OANPA"	On 5th July.
GLASGOW and LIVERPOOL	"ASTYANAX"	On 12th July.
TO	STEAMERS	DATE
LONDON, AMSTERDAM and ANTWERP	"DEUCALION"	On 19th June.
"GENOA, MARSEILLES and LIVERPOOL	"HYSON"	On 26th June.
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 3rd July.
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 10th July.
"GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 17th July.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 24th July.

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO-	"STENTOR"	On 8th June.
HAMA	"OANPA"	On 7th July.

WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"KEEMUN"	On 15th June.
	"TEUCER"	On 22nd June.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 24th May, 1906.

CHINA NAVIGATION CO. LIMITED.

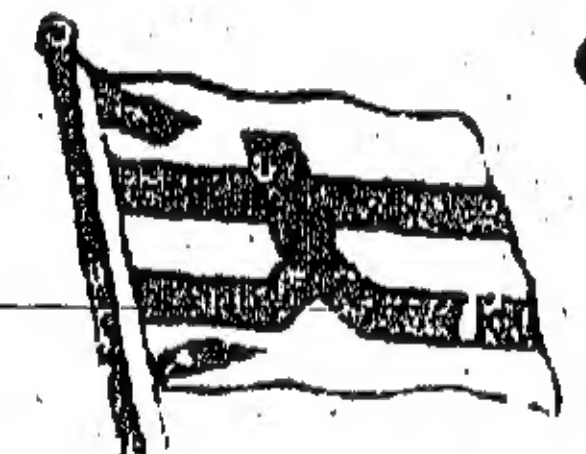
FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"CHANGSHA"	On 8th June.
SHANGHAI, CHEFOO, and YANCHOW	"KWEIYANG"	On 15th June.
SWATOW, WEIHAWEI, CHEFOO, and SHANTUNG	"HUICHOW"	On 22nd June.
SHANGHAI	"SHAOHSING"	On 29th June.
MANILA	"TAMING"	On 6th July.
AMOI, MANILA, CEBU, and ILOILO	"SUNGKIANG"	On 13th July.
MANILA, ZAMBOANGA, PORT DAWID, THURSDAY ISLAND, COOK TOWN, CATANAN, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 27th June.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
**REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.**
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 7th June, 1906.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

**PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.**

FOR	STEAMERS	DATE
TAMUI VIA SWATOW AND AMOI	"DAIGI MARU"	SUNDAY, 10th June, at 10 A.M.
TAMUI VIA SWATOW AND AMOI	"DAIJIN MARU"	SUNDAY, 17th June, at 10 A.M.
ANPING VIA SWATOW AND AMOI	"MAIDZURU MARU"	WEDNESDAY, 13th June, A.M.
SHANGHAI VIA SWATOW, AMOI and FOCHOW	"TAISHAN"	TUESDAY, 12th June, A.M.

These Steamers have excellent accommodation for First-class Passengers, and are fitted
throughout with electric light. Unrivalled Table.
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Building.
Hongkong, 6th June, 1906.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

**PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.**

Steamer	Tons	Captain	Sailing Date
LYRA	4,417	G. V. Williams	On 3rd July.
SHAWMUT	9,500	E. V. Roberts	On 27th July.
TREMONT	9,500	T. W. Garlick	On 22nd August.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steainess at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 25th April, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND-PASSENGERS AND LOGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DATE
"SITHONIA" (For Cargo Only)	FRIDAY 8th June
ROON	WEDNESDAY 20th June
PREUSSEN	WEDNESDAY 27th June
ZETLEN	WEDNESDAY 4th July
GNEISENAU	WEDNESDAY 11th July
HAVER	WEDNESDAY 18th July
PRINZ REGENT LUITPOLD	WEDNESDAY 25th July
PRINZ EITEL FRIEDRICH	WEDNESDAY 1st August
SACHSEN	WEDNESDAY 8th August
PRINZ HEINRICH	WEDNESDAY 15th August
ROON	WEDNESDAY 22nd August
PRINZ LUDWIG	WEDNESDAY 29th August

On FRIDAY, the 8th day of JUNE, 1906, the Steamship "SITHONIA,"
Capt. H. Schmar, with CARGO ONLY, will leave this Port at noon, CALLING AT
NAPLES and GENOA.

Shipping Orders will be granted till noon, on WEDNESDAY, the 6th June. Cargo and
Specie will be received on Board until 5 p.m. on THURSDAY, the 7th June, and Parcels
will be received at the Agency's Office until noon, on THURSDAY, the 7th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$3.50.
Parcels should not exceed Two Feet Cubic in Measurement.

RATES OF PASSAGE MONEY FROM HONGKONG.	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA and GIBRALTAR	461 0 0	243 0 0	222 0 0
TO NAPLES, GENOA and GIBRALTAR	461 0 0	243 0 0	222 0 0

TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	1st Class	2nd Class	3rd Class
return	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

TO NEW YORK VIA SUEZ	1st Class	2nd Class	3rd Class
return	64 0 0	44 0 0	26 0 0
return	115 0 0	79 0 0	47 0 0
return	68 0 0	46 0 0	27 0 0
return	123 0 0	83 0 0	49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Southampton or London the same rates to be applied as via NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERCEPTION OF THE VOYAGE IN DOUBT.
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPU, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DATE
PRINZ WALDEMAR	TUESDAY, 26th June.
PRINZ SIGISMUND	TUESDAY, 24th July.
WILLHELM	TUESDAY, 21st Aug.

ON TUESDAY, the 26th JUNE, at noon, the Steamship "PRINZ WALDEMAR,"
Capt. Willemas, with Mails, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.
RATES OF PASSAGE MONEY FROM HONGKONG:

TO MANILA	1st Class	2nd Class	3rd Class
return	\$50.00	\$30.00	\$20.00
return	\$48.00	\$28.00	\$19.00
return	\$40.00	\$24.00	\$16.00
return	\$38.00	\$22.00	\$15.00
return	\$44.00	\$26.00	\$17.00
return	\$42.00	\$24.00	\$16.00
return	\$30.00	\$18.00	\$12.00
return	\$28.00	\$16.00	\$11.00
return	\$25.00	\$14.00	\$10.00

TO KOBAMA and back from KOBAMA
to HONGKONG... \$10.00
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 297. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA 86. 0. 0.
From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, GNEISENAU ... Wednesday, 20th June.

* Reaching Yokohama in less than six days.
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co. & O.S.S. Co.
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:

TO	1st Class	2nd Class	3rd Class
London via Plymouth or Southampton	£62. 0. 0.	£33. 10. 0.	£22. 0. 0.
To Paris via Cherbourg	£65. 0. 0.	£35. 0. 0.	£23. 0. 0.
To Naples, Genoa via Gibraltar	£65. 0. 0.	£35. 0. 0.	£23. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

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Sydney 11th May, Coal.—Messageries
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Jensen & Co.

AMINAL, EXELANS, French str., 3,114, Gens
1st June—from Taku.—Messageries Mari-
times.

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Kumpel, 3rd June—Bangkok 27th May,
Rice.—Butterfield & Swire.

ARRATON AFAR, British str., 2,431, R. Fey,
30th May—Calcutta 14th May, Penang
21st and Singapore 25th, General.—David
Sassoon & Co.

BORNEO, German str., 1,344, F. Semblil, 5th
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France:—Tientsin, 1858; Convention, 1858; Tientsin, 1885; Conventions, 1886, 1887, 1895; Frontier Trade Regulations.

United States:—Tientsin, 1858; Admin.
1868; Peking, 1890; Immigration, 18
Commercial, 1903.
Germany:—Tientsin, 1861; Peking, 18
Kiaochan Convention, 1898; Railway
Mining Concession, 1898.

Japan: —Shimonoseki, 1895; Manchou
vention, 1895; Commercial, 1896; New P
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Russian: —S. Petersburg, 1881; Russian L
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